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Approved For Release 2000/08/04 : CIA-RDP78T05439A000300190006-6

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PHOTO INTELLIGENCE MEMORANDUM

CH'ING-YANG AIRFIELD

GP/I-96

(Project 71.164)

31 May 1955

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CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

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Photo Intelligence Memorandum

CH'ING-YANG AIRFIELD

This memorandum is submitted to GCI in response to a request for information on airfield activity in Southeast China as determined from a study of aerial photography. A major airfield is under construction near Ch'ing-yang (24°48'N 118°35'E) located five miles south of Chin-Chiang and approximately forty miles northeast of Amoy. Vertical aerial photography of the airfield taken between [REDACTED] has been used in the preparation of this report.

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Indications are that construction of the airfield will follow through four basic phases with some overlap between phases. These phases may be termed (1) preliminary grading, (2) sub-surface grading, (3) final grading, and (4) final surfacing.

Preliminary grading will involve smoothing out of the paddy fields, the excavation of high areas and the filling in of low areas where necessary. Except in areas of excavation and fill the original field pattern can be seen. This work will vary according to intensity of effort, size of the field, terrain and other conditions. However, it is estimated that approximately four months in all is required for the preliminary grading of Ch'ing-yang airfield.

Sub-surface grading should take approximately three months. It will involve the laying down of the first bed of rock and gravel forming a firm foundation for the runway. The taxiway and hardstands may be constructed at the same time and in much the same manner as the runway. However, at Luchiao Airfield the taxiway, revetments and hardstands were constructed in the latter stages of runway construction. During the time of sub-surface grading extensive rectangular rock piles will be built up along the runway. The surface of the runway will have an irregular tonal pattern. The sub-surface grading work will overlap the preliminary grading work by at least two months and may be closely tied in with it. It is, therefore, estimated that completion of this work will be four weeks after completion of preliminary grading.

Final grading will utilize material from the rock piles. This work should take four to six weeks. However, final grading can be started on

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the north end of Ch'ing-yang airfield while sub-surface grading is in progress in the southern portion of the field. In this case final grading could be completed two to four weeks after sub-surface grading has been completed.

An additional four weeks should be required for the laying down of concrete or other types of hard surface material. Many airfields in China have a hard surface formed by rock and gravel "cemented" together by mud. The final surface will provide a smooth, hard surface to runways, taxiways, and hardstands. Rectangular forms, approximately 15' x 20' have been used in final surfacing operations on the Nantai Airfield forming a "block" pattern when in use. The final surface will become light in tone. All rock piles will disappear. At the completion of the final surfacing activity the runways, taxiways, and hardstands will be ready for use.

Roads, revetments, canals, drainage ditches, buildings, etc., will normally be completed prior to or at about the same time as the runways. Construction of such installations may be useful in estimating stages of completion of an airfield. Because of many unknown factors the date estimated for the completion of an airfield based solely on a study of aerial photography must be an approximation.

It is estimated that Ch'ing-yang Airfield had been under construction for at least two months prior to the first coverage obtained [redacted]. Preliminary grading will probably be completed by the early part of [redacted]. Sub-surface grading should be completed by early [redacted]. Final grading will probably be completed by the middle of [redacted] and final surfacing should be completed by the middle of [redacted].

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Roads currently under construction in the area under study should be completed by the end of [redacted]. However, there is a possibility that the road network will be more extensive than currently indicated. All drainage ditches should be completed by the end of [redacted].

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No estimates can be given for completion dates for barracks, storage, or other building facilities.

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A study of aerial photography dated [REDACTED] reveals the following information. As previously stated, the field has probably been under construction for at least two months. Grading work is in progress in an area 8400' x 1400' with a possible extension of 1500' to the north. The original field pattern is still apparent over much of this area. Field surfaces are being smoothed and rock materials are being laid down in the northern portion of this area. Excavation of material is taking place in the southern section of the airfield.

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Construction work has begun on twelve revetments and a taxistrip off the northwest section of the runway. Seventeen revetments in various stages of completion and a taxistrip are under construction off the southwest section of the runway.

A graded road, twenty feet wide, has been constructed south of the airfield connecting the road to Wei-tou with the main coastal highway. A road is under construction from the airfield westward across the coastal highway. The extent of this road is not known due to the lack of photo coverage. However, the road will probably extend to airfield buildings and facilities yet to be constructed to the west of the coastal highway.

Work has begun on a road extending from the northeast end of the airfield to six probable administration buildings located 2500 yards east of the airfield. Only preliminary work has been accomplished on this section.

Seventy-two buildings, each [REDACTED] have been constructed in areas south and west of the airfield. These buildings are temporary in nature and are to house construction workers.

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Approximately thirty buildings ranging in size from 20' x 20' to 200' x 35' have been constructed in Ch'ing-yang and are probably administrative, barracks, and miscellaneous service buildings.

The airfield is protected by sixteen medium (85mm), thirty-two light (37mm), and sixteen AA machine guns.

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[redacted] photo coverage (Enclosure No. 2) reveals continued constructional activity. Grading and excavation of material is in progress on approximately one half of the field area. Construction of the revetments continues. Large numbers of workers and carts are visible in the field area.

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[redacted] photo coverage (Enclosure No. 3). Construction activity is most noticeable in the northern part of the field area where grading is progressing at a rapid pace. Rock piles are being built up along the runway. Five of the twelve revetments in the northwest revetment area appear complete. The boat landing area shows increased activity with a noticeable growth of rock piles.

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[redacted] photo coverage (Enclosure No. 4). Grading activity is continuing over the north half of the airfield. The activity appears to still be one of smoothing out the paddy fields and the laying down of a sub-foundation. Excavation of material is continuing in the south-west revetment area, the southeast section of the field and from a hill in Sha-ti. Grading activity is in a preliminary stage in the southern half of the field.

Rock piles exist along 3600' (nearly one half) of the runway.

Eight revetments are completed in the northwest revetment area. Two revetments are completed in the southwest revetment area.

The road under construction running west from the airfield (Enclosure No. 4) appears to be complete to its intersection with the coastal highway. Beyond the intersection the road is still under construction. This new road now branches 600' west of the intersection.

A light AA battery formerly located 500' north of the northwest revetment area has been moved into the medium AA installation located 1000' to the southwest. The medium AA battery is being moved into a new location 3000' to the north. Two additional light A1 batteries have been moved since the previous photo coverage.

3 [redacted] photo coverage (Enclosure No. 5). Although the photo coverage is partly covered by clouds, continued constructional activity is indicated. More detailed examination is possible on photography dated [redacted]

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██████ photo coverage (Enclosure No. 6). Grading extends over the northern half and southern quarter of the airfield. Excavation of materials is still being carried out from the southwest revetment area, the southeast corner of the airfield and the quarry area immediately south of Sha-ti. The runway and a parallel taxi way is beginning to take form in areas of grading activity. Extensive rock piles are being built up along the runway and taxi way. If the same size rock piles are to be built along the entire length of the proposed runway and taxi way, the construction of rock piles is approximately 40% complete.

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Eleven of twelve revetments are completed in the northwest revetment area. The activity in this area is directed primarily toward the construction of the taxiway to the revetments.

Twelve revetments are completed in the southwest revetment area. Eight additional revetments are now under construction and in various stages of completion.

██████ photo coverage (Enclosures No. 7 and 8) and ██████ photo coverage (Enclosure No. 9). Grading activity is in progress over the entire length of the airfield. Preliminary and sub-surface grading is complete over approximately one-half of the airfield. Rock piles extend along approximately 60% of the runway and taxi ways.

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A drainage ditch is being extended into the southern portion of the field.

Eleven of twelve revetments are completed in the northwest revetment area. Fourteen revetments are completed in the southwest revetment area.

Construction work continues on the road extending westward from the airfield across the coastal highway. A "loop" is under construction (Enclosure No. 9) on the southern branch probably for the purpose of obtaining construction material for the airfield and to serve barracks and/or storage facilities to be constructed in this area. Construction work on the southern branch now extends two and one-half miles (13,200') from the airfield. Construction on the northern branch of the road now extends to a point 12,000' from the airfield.

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